

ORDINANCE NO. 1983-19

AN ORDINANCE ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the Village of Hawthorn Woods strives for a street and sidewalk network that connects residents and visitors to shopping, employment, recreational, and public transportation opportunities; and

WHEREAS, the Village of Hawthorn Woods recognizes that streets are our most prominent public spaces, and great streets must achieve a balance between mobility needs, adjoining land uses, environment and community interest; and

WHEREAS, the Village of Hawthorn Woods recognizes the Village has a rural character, with existing neighborhoods designed to accommodate drainage in ditches within the Public Right-of-Way, making it more difficult to promote sidewalks and/or bike paths in these neighborhoods; and

WHEREAS, some Village of Hawthorn Woods residents do not have access to a personal automobile and for reasons, such as age, economics, or ability to drive, the only alternative transportation options to them are walking, bicycling or using public transit; and

WHEREAS, many residents and visitors choose to utilize non-auto-oriented travel options such as walking, bicycling, and taking public transit as convenient,

economical or sustainable alternatives to driving a motor vehicle; and

WHEREAS, increasing walking, bicycling, and the use of transit offers the potential to improve the health of a community, decrease congestion, decrease air pollution, decrease dependence on fossil fuels and their foreign supply sources, and increase the efficiency of road space and transportation resources; and

WHEREAS, a Complete Street is defined as one that provides a safe, convenient network that is sensitive to the character of the surrounding area while serving all modes of travel, including walking, biking, transit, and automobile, for all ages and all abilities; and

WHEREAS, Complete Streets improve access and safety for those who cannot or choose not to drive motor vehicles; and

WHEREAS, Complete Streets are essential to providing safe routes for children to get to school; and

WHEREAS, Complete Streets provide safe and convenient access for all users to key community destinations, including parks, commercial districts, employment centers, and municipal buildings; and

WHEREAS, Complete Streets have public health benefits, including encouraging physical activity and improving air quality, by providing the opportunity for more people to walk and bike safely; and

WHEREAS, America in Bloom supports and credits municipalities that have enacted a Complete Streets Policy; and

WHEREAS, the Village of Hawthorn Woods is committed to maintaining and making enhancements to its existing streets that improve accommodations for all modes

of transportation including bicyclists, pedestrians, public transit and motorized vehicles in a manner sensitive to the context of the neighborhood when possible.

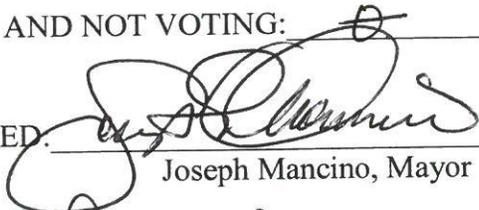
BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Hawthorn Woods, Illinois that the *Village of Hawthorn Woods Complete Streets Policy*, is hereby adopted as an official policy of the Village of Hawthorn Woods, and;

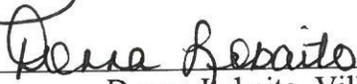
The foregoing Ordinance was adopted by the Board of Trustees of the Village of Hawthorn Woods, Illinois on November 25, 2019:

AYES: Kaiser, Kosik, Riess, Corrigan, Di Maggio, David

NAYS: 0

ABSENT AND NOT VOTING: 0

APPROVED: 
Joseph Mancino, Mayor

ATTEST: 
Donna Lobaito, Village Clerk

ADOPTED: November 25, 2019

APPROVED: November 25, 2019

VILLAGE OF HAWTHORN WOODS COMPLETE STREETS POLICY

GENERAL POLICY STATEMENT

Complete Streets are facilities designed, operated, and maintained to assure safe mobility for users of all ages and abilities, including pedestrians, cyclists, transit riders, and motorists, appropriate to the function and context of the facility. The Village of Hawthorn Woods strives to create a comprehensive, integrated, and connected transportation network where roadway users can travel safely and comfortably and where sustainable transportation options are available to everyone by planning, designing, operating, and maintaining a network of Complete Streets.

The Village of Hawthorn Woods shall evaluate all future street infrastructure construction and maintenance projects to determine what additional improvements might be necessary to encourage a variety of travel modes by users of all ages and abilities. As part of this evaluation, the Village of Hawthorn Woods shall utilize a group of interdisciplinary experts at its disposal including, but not limited to, the Village's staff and consultants, and appropriate representatives from the State of Illinois, Lake County, and local school districts. As appropriate, the Village will update and design bicycle and pedestrian facilities to the best currently available standards and practices including the American Association of State Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, the AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, the AASHTO Green Book: *A Policy on Geometric Design of Highways and Streets*, the Federal Highway Administration (FHWA) *Highway Capacity Manual (HCM)*, the FHWA *Manual of Uniform Traffic Control Devices (MUTCD)*, the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*, and others as related.

Complete Streets can be achieved through network level improvements, through integration into single location projects, or incrementally through a series of small improvements or maintenance activities. Decisions regarding the Public Right-of-Way shall promote use by pedestrians, bicyclists, public transit and motor vehicles, in a safe and effective manner taking into account the surrounding community context and land uses. The Village shall strive to create a comprehensive, integrated, and connected network of transportation options for all modes of conveyance, designed and operated to enable appropriate and safe access for all users.

POLICY IMPLEMENTATION

- a. The Village of Hawthorn Woods will provide training opportunities to staff and elected officials tasked with implementing the Complete Streets policy.
- b. Staff shall incorporate Complete Streets into budgeting process, work plans, and staffing projects where possible, and consider Complete Streets as one of the priorities in roadway planning and funding decisions.
- c. To the extent that relevant roadways are under the jurisdiction of an agency other than the Village (IDOT, Lake County, or various surrounding municipalities), Staff shall provide such Complete Streets technical assistance as is accepted by the other agency.
- d. The Village shall cooperate with neighboring jurisdictions to encourage street connectivity with a specific emphasis on regional corridors.
- e. Staff shall prioritize the safe movement of pedestrians, bicycle, and public transportation traffic in decisions regarding the use of limited Public Right-of-Way, with consideration given to roadway context and land use.
- f. Staff shall define standards to measure the progress of implementation of the Complete Streets Policy. Such standards shall include, but not limited to: improvements in safety for all roadway users; increased capacity for all modes of transportation, including public transit; modifications to traffic signals; new and repaired bicycle facilities (both on- and off-street with clearly marked or signed bicycle accommodations), an increase in bicycle parking areas at Village Hall, schools, and parks; and applicable new and repaired sidewalks, curb ramps, marked street crossings, and signage. Such measures shall be incorporated into relevant plans, manuals, policies, processes, and programs, which shall be reviewed no less than every two (2) years. Staff shall report to the America in Bloom Committee or the Environmental Committee regularly on progress made in implementing the Complete Streets Policy.
- g. Staff will review and revise, as necessary, plans, manuals, policies, processes, and programs to encourage the implementation of Complete Streets on roadways not under the jurisdiction of the Village, but, subject to financing, regulation of, or otherwise involving, an action by the Village. Such projects shall include, but not limited to, privately built roadways and projects on non-Village-owned roadways funded in part or entirely by Village funds.

- h. Staff shall apply the Complete Streets Policy in all instances when feasible. It is understood that there may be circumstances in which it may not be practical or feasible to apply the Complete Streets Policy. Such circumstances may include, but not limited to, the following:
- i. The scope of the project is limited to maintenance activities intended to keep the roadway in serviceable condition.
 - ii. There is sufficient documentation that there is no feasible way to accommodate improvements for non-vehicular traffic within the project's scope.
 - iii. There is no documented, current or anticipated, need for accommodation of non-motorized roadway users, or the road is not a current or planned transit route.

BENEFITS

Complete Streets provide the following benefits:

- a. **Increased Transportation Choices:** Streets that provide travel choices can give people the option to avoid traffic congestion and increase the overall capacity of the transportation network.
- b. **Improved Safety:** Design and accommodation for bicyclists and pedestrians reduces the incidence of crashes.
- c. **Quality of Place:** Increased bicycling and walking are indicative of vibrant and livable communities.
- d. **Economic Development:** Complete streets can reduce transportation costs and travel time while increasing property values and job growth in communities.
- e. **Improved Return on Infrastructure Investments:** Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project spares the expense of retrofits later.
- f. **More Walking and Bicycling:** Public health experts are encouraging walking and bicycling as a response to the obesity epidemic. Streets that provide room for bicycling and walking help people of all ages get physical activity and gain independence.

POLICY

- a. Establish a procedure using the CBBEL Streets Maintenance Program to evaluate resurfacing projects for complete streets inclusion according to length of project, local

support, environmental constraints, total available right-of-way, funding resources and bicycle and/or pedestrian compatibility.

- b. Address the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- c. Make provisions for pedestrians and bicyclists when closing roads, bridges or sidewalks for construction projects.
- d. Consider connections for Safe Routes to Schools, trail crossings, and areas or population groups with limited transportation options.
- e. Comply with the Americans with Disabilities Act (ADA).
- f. Complement the context of the surrounding community.
- g. Update all necessary and appropriate codes, standards, and ordinances to ensure that design components for all modified streets follow the intent of the policy.
- h. Identify all current and potential future sources of funding for street improvements.
- i. Establish performance measures to gauge success of the adopted policy.